

PROGRESSIVE CLUB



May 7, 1936

As a resident or property owner in Stinson Beach, you are interested in what this Club accomplishes.

ROADS Our most ambitious work started in 1932, when the Board of Supervisors granted our request for a plan and survey by the County Surveyor for installing drainage, widening and grading a mile of residential streets. They agreed to pay for the survey if we made the improvements. Thru this Club's efforts this work was done, with rocked foundations and dirt surface. In late 1935 our Supervisor, Mr. Frederick Thompson, completed the work by having installed crushed rock and bitumel surface on all the foundation we had prepared. We now have streets far superior to most rural communities.

We petitioned the Division of State Highways to improve the dangerous "blind" curve at the east entrance to town. They agreed to lengthen the culvert and widen the road if we obtained the removal of enough of Nunes' barn to give better visibility. Mr. Nunes cooperated by tearing down two-thirds of his barn - the Club financed part of the labor expense. The Division of Highways has made the promised road improvements.

STREET SIGNS Street Signs, provided and erected by the Club in 1930, became dimmed by six years exposure. They have just been enamelled, relettered and look like new.

BULLETIN BOARD The Bulletin Board - shabby from constant use - has been resurfaced and its protecting wooden awning copper flashed and painted.

DRAINAGE The exceptionally rainy winter showed need of added pipe to our drainage system. The Club provided the pipe and the County Road men installed them.

GENERAL NOTES Through our membership in "Marvelous Marin" and its affiliation, the Redwood Empire Association, we are kept in touch with important matters concerning the welfare of Marin County and the larger area, Northern California. March 6th the Club sent 12 delegates to Sacramento - joining nearly one hundred others - to petition the State Highway Commission to allot money to make a preliminary survey for the Shoreline Highway from the Marin County end of the Golden Gate Bridge, north. We need a direct route to San Francisco.

We made subscription to help defray the unpaid balance of the expense of the Pomeroy Conservation Survey and sent delegations to both the meetings at which he described his findings and made recommendations.

While we claim no credit, we are pleased to announce the opening, on May 2nd, of a Stinson Beach Branch of the Marin County Free Library - a real convenience and advantage to residents and visitors.

Other improvements have been sought, but as yet negotiations are not completed. Results are promised. You owe it to yourself to join with us and we need your support and your dues. Concerted action gets results no individual can accomplish.

All secretarial work and much manual labor is constantly donated by resident members. If you have not already paid, we ask you to do your part by sending for each membership \$1.50 dues for 1936, to Hilda M. Grunert, Secretary, Stinson Beach, California.

Very truly yours,

The Progressive Club of Stinson Beach

W. B. Marble, President.

Dues are paid.

Hopes Dim for Shoreline Road

Chronicled Feb. 23/1936

Hopes of obtaining a shoreline highway survey from Eureka, Humboldt county, as a WPA project sponsored by north coast counties has been abandoned, reports the Eureka office of the National Automobile Club. Federal aid is being invoked, on the grounds that the proposed highway would be of great military value. Army engineers, however, are cool toward the project on the theory that the shoreline road would be of as much value to a hostile landing force as to a defending army.

Humboldt County Surveyor Frank Kelly believes that a State survey, if it can be obtained, would be the best approach to the question. Building of the highway will eventually be a State responsibility and the State Highway Department would look more favorably on a project worked up by its own engineers, familiar with its standards and requirements.

Prepaid Nite Letter 1.44 plus .07 tax = 1.57

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	<input checked="" type="checkbox"/> SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1213-B

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

San Francisco, Feb 13th, 1936

To Honorable Clarence F. Lea,

Street and No. Congressman, Washington, D. C.

Place

State Highway construction program will suffer materially and unemployment will result unless Congress appropriates approximately four million five hundred thousand dollars regular Federal aid for highways projects under nineteen thirty five Hayden-Cartwright Act Stop Certain important highway projects in the Redwood Empire in jeopardy unless these funds are appropriated Stop Your support to this appropriation will be appreciated.

Address:

Progressive Club of Stinson Beach.

Stinson Beach, Marin County, Calif.

W. B. Marble, President.

TELEGRAMS MAY BE TELEPHONED TO WESTERN UNION FROM ANY PRIVATE OR PAY-STATION TELEPHONE

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated; that is, telegraphed back to the originating office for comparison. For this, one-half the unreported message rate is charged. In addition, unless otherwise indicated on its face, this is an unreported message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unreported-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.
2. In any event the company shall not be liable for damages, or mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servant or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.
3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.
4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.
6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.
9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
R. B. WHITE, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters, is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the

transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

FULL RATE CABLES

An expedited service throughout. Code language permitted.

DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be in plain language.

CABLE NIGHT LETTERS

An overnight service for plain language communications, at one-third the full rate, or less. Minimum of 25 words charged for. Subject to delivery at the convenience of the Company within 24 hours.

SHIP RADIOGRAMS

A service to and from ships at sea, in all parts of the world. Plain language or code language may be used.



Redwood Empire Assn.
#85 Post Street,
San Francisco, Cal.

San Francisco, Cal.
February 13th, 1936.

Gentlemen:-

Enclosed is copy of Night Letter sent Honorable
Clarence F. Lea, Washington, D.C. as outlined in our telephone
conversation this morning. We are glad to co-operate with you.

Sincerely

Progressive Club of Stinson Beach,

W.B. Marble

President.

HAMMILL
BOND
MADE IN U.S.A.

REDWOOD EMPIRE ASSOCIATION
85 Post St., San Francisco
Feb. 8, 1936

IMMEDIATE ACTION IMPERATIVE:

At a conference yesterday with the State Director of Public Works, California Highway Commission and engineers, the writer was again reminded that the State Highway Biennium Budget will suffer serious consequences if Congress fails to appropriate \$4,500,000.00 regular Federal Aid for highways next year, as projected in the original 1935 Hayden-Cartwright Act.

Federal Aid funds included in the California State Highway Biennium Budget by the Highway Commission, under the Hayden-Cartwright Act, was \$9,000,000.00 for the two years. So far, Congress has only actually appropriated one-half that amount, or \$4,500,000.00. The balance of \$4,500,000.00 is necessary to complete the projects included in the current biennium budget.

We are informed that the President of the United States did not recommend the final \$4,500,000.00 appropriation for next year.

It is therefore recommended that you again telegraph the following, urging their support to the legislation:

Congressman Clarence F. Lea
Congresswoman Florence P. Kahn
Congressman Richard J. Welch
U.S. Senator Hiram Johnson
U.S. Senator Wm. G. McAdoo

Below is reproduced copy of telegram dispatched to each of the above.

Copies of your telegram will be appreciated in this office to complete our files.

Again urging upon you the necessity for immediate action and assuring you that your support will be appreciated, we are,

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

CLYDE EDMONDSON
General Manager

COPY OF TELEGRAM

State Highway construction program will suffer materially and unemployment will result unless Congress appropriates approximately four million five hundred thousand dollars regular Federal aid for highways under nineteen thirty five Hayden-Cartwright Act Stop Certain important highway projects in the Redwood Empire in jeopardy unless these funds are appropriated Stop Your support to this appropriation will be appreciated

REDWOOD EMPIRE ASSOCIATION

Gail Apperson
M. Goldman

/VK

CLARENCE F. LEA
1ST DIST. CALIFORNIA

*Mailed from Wash DC Feb 15
8PM/1936*

Congress of the United States
House of Representatives
Washington, D. C.

February 14, 1936

Mr. W. B. Marble, President,
Progressive Club of Stinson Beach,
Stinson Beach, California

Dear Mr. Marble:

I have received your wire of the 13th regarding the 1937 appropriation for Federal Highway Aid.

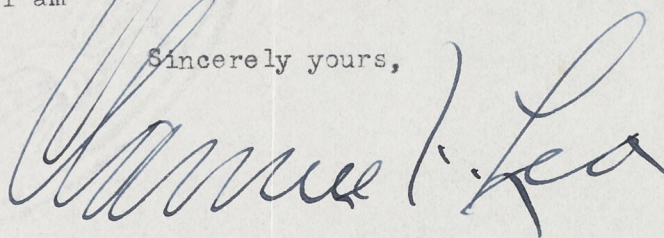
I had already communicated with the sub-committee of the Appropriations Committee in charge of the Agriculture appropriation, and was advised that the Committee is giving its careful attention to the suggestion that the regular highway appropriation be made for 1937 and not continued over to 1938.

A supplemental appropriation can be made next winter if necessary, should an insufficient sum be provided now.

Your interest in this matter is appreciated, and I will endeavor to let you hear from me further in this connection.

With kind regards, I am

Sincerely yours,



b

Mailed from Washington DC

Congress of the United States
House of Representatives

Feb 27-8PM/36

Washington, D. C.

February 25, 1936

Mr. W. B. Marble, President,
Progressive Club of Stinson Beach,
Stinson Beach, California

Dear Mr. Marble:

With further reference to your wire of the 13th, the House Appropriations Committee yesterday reported out the appropriation bill for the Department of Agriculture. The committee recommended the appropriation of \$60,000,000 to carry out the provisions of the Federal Highway Aid Act for 1937.

The committee has omitted the Budget provision directing the Secretary of Agriculture to defer until next year action on projects submitted to him under his apportionment of the \$125,000,000 authorized to be appropriated for the fiscal year 1937. It has also omitted the Budget proposal to cancel the said authorization of \$125,000,000 for the fiscal year 1937.

The action of the committee leaves the provisions of the Hayden-Cartwright Act authorizing the appropriation of \$125,000,000 for 1937 in full force and effect.

The committee is advised by the Bureau of Public Roads that under existing law the Department of Agriculture has authority to apportion the \$125,000,000 authorized for 1937 and to approve projects thereunder, which will have the force of contractual obligations upon the Federal Government, as rapidly as the States are ready with such projects.

The prospect is favorable that the recommendations of the committee will be retained in the bill by both the House and the Senate.

Appreciating your interest in the matter, and with best wishes, I am

Sincerely yours,

Clarence F. Lea

Membership Card

Marin Planning & Conservation League

Marin County, California

M Progressive Club of Stinson Beach

is a member for the year of *1936-37*

Memberships

Annual \$ 1.00

Active 5.00 ✓

Contributing 10.00

Sustaining 20.00

Founder \$25 - 100

G. E. Evers

Chairman

Date

May 10, 1936

Purpose of the Marin Planning and Conservation League:

- (1) To support an active county planning program, and to co-operate with the county and local planning commissions.
- (2) To foster the acquisition of beaches and other recreation areas.
- (3) To protect the roadsides against billboards and unsightly shacks and to encourage good roadside architecture and well-studied highway planting.
- (4) To conserve and protect the natural scenic assets of the county.
- (5) To serve as a clearing-house of information and activities, and to cooperate with other organizations in furtherance of these purposes.
- (6) To conduct an active educational campaign.

MARIN PLANNING SURVEY COMMITTEE
AN ORGANIZATION OF MARIN COUNTY CITIZENS
INTERESTED IN MARIN'S FUTURE

COMMITTEE

MAY 11TH 1936

Bayside Acres
Fred Croker

Belvedere
Alfred J. White

Bolinas
Miss Mabel D. MacIntosh

Corte Madera
N. D. Platt

Fairfax
Mrs. H. A. Druhan
Andrew A. Devoto

Hawthorne Hills
Mrs. Edward Page

Kentfield
Mrs. Rodger Kent
Powers Symington

Larkspur
R. C. Doherty

Marshall
R. Maghetti

Mill Valley
Mrs. George H. Engels
H. E. Hein

Novato
R. H. Trumbull
S. O. Scudder

Point Reyes
Reno Grandi

Ross
Mrs. Albert John Evers
Mrs. John Forbes
Mrs. Norman B. Livermore
Milton Esberg
Norman B. Livermore

San Anselmo
Mrs. Helen Van Pelt
Albert H. Siemer
Matt Graham

San Rafael
Mrs. Herbert Brainerd
E. T. Coman
Charles T. Lund
Wm. P. Murray

Sausalito
Charles M. Gunn
Frederick H. Meyer

Tomales
George Burbank
Romeo Cerini
Rolland Mattei

Woodacre
Fred Dickson

Progressive Club of Sausalito Beach,

MY DEAR *Sirs.*

IN CONSIDERATION OF YOUR GENEROUS CONTRIBUTION TO THE WORK OF THE MARIN PLANNING SURVEY COMMITTEE, YOU HAVE BEEN AWARDED MEMBERSHIP FOR THE COMING YEAR IN THE MARIN PLANNING AND CONSERVATION LEAGUE, A NEWLY FORMED ORGANIZATION TO SUCCEED THE MARIN PLANNING SURVEY COMMITTEE.

ENCLOSED, PLEASE FIND MEMBERSHIP CARD, ON THE REVERSE SIDE OF WHICH YOU WILL FIND A STATEMENT OF THE PURPOSES OF THE LEAGUE.

THE FIRST MEETING OF THE MARIN PLANNING AND CONSERVATION LEAGUE WILL BE HELD ON MAY 20TH AT 8:00 P.M., AT THE SAN RAFAEL CITY HALL. FOLLOWING THE ADOPTION OF A CONSTITUTION AND ELECTION OF OFFICERS, THERE WILL BE HELD A SYMPOSIUM ON "THE VALUES AND PURPOSES OF A COUNTY PLANNING PROGRAM".

CHAIRMAN THOMAS T. KENT AND PLANNING ADVISOR HUGH R. POMEROY OF THE MARIN COUNTY PLANNING COMMISSION WILL OUTLINE THE PROGRAM FOR THE COUNTY.

MISS JOSEPHINE RANDALL, EXECUTIVE SECRETARY OF SAN FRANCISCO RECREATION COMMISSION, WILL SPEAK ON "RECREATION".

MR. IRVING MORROW, DIRECTOR OF CALIFORNIA ROADSIDE COUNCIL AND ARCHITECT OF THE GOLDEN GATE BRIDGE, WILL DISCUSS THE VALUES OF ROADSIDE BEAUTY.

MR. ASHLEY BROWNE, REGIONAL DIRECTOR OF WILD LIFE OF THE NATIONAL PARK SERVICE, WILL ALSO GIVE AN INTERESTING DISCUSSION.

YOURS VERY TRULY,

MARIN PLANNING AND CONSERVATION LEAGUE

SP Evers
CHAIRMAN

*Will you please send two members to
represent your organization at this meeting.*

CTL:BD

CALIFORNIA BEACHES ASSOCIATION

A Non-Profit Corporation
for the
Conservation of California Beaches

924 BLACK BUILDING, 357 South Hill Street
LOS ANGELES, CALIFORNIA

Telephone Michigan 3011

BOARD OF GOVERNORS

★

Mrs. L. P. Boyce
San Francisco

Karl Brooks
Petaluma

Col. Walter Wilson Crosby
Coronado

Gus Gleichmann
Ventura

Prof. J. W. Gregg
U. of Cal., Berkeley

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Long Beach

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Ukiah

Giles B. Johnson
Montara

J. F. Katenkamp
Santa Barbara

Leslie F. Kimmell
Laguna Beach

Frank J. McCoy
Santa Maria

Walter McGowan
Aptos

Harold Nielsen
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B. J. Pardee
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Miss Josephine Dows Randall
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C. Keith Shortess
Cambria

R. Guy Smith
Moss Beach

J. C. Strouss
San Rafael

D. A. Terradell
El Pismo

Harry Welch
Newport-Balboa

Albert J. Witt
Redwood City

EXECUTIVE STAFF

★

H. W. Odell
General Manager

Dr. Floyd I. Beckwith
Southern California Manager

Leonard E. Blackmer
Northern California Manager

W. R. Stewart
Editor Bulletin

May 12, 1936

Mrs. Hilda M. Grunert
Stinson Beach, Calif.

Dear Mrs. Grunert:

Thank you for your pledge of support and co-operation in the efforts to preserve California's beaches. You will receive our regular monthly bulletin and all information concerning the activities and plans of the Association.

The plan for a state-wide body to represent the beach interests in California seems to be a welcome answer to a long felt need. We should, by uniting this sentiment into an aggressive, well informed Association, accomplish some very constructive work and provide a safeguard for the California ocean beaches that will secure them permanently for use by the people of the state and our visitors. The program has received the cordial approval of leading citizens and the Press, in all communities along the coast.

Sincerely yours,

CALIFORNIA BEACHES ASSOCIATION

BY

H. W. Odell

H.W.ODELL

HWO/mmV

THIS HOTEL IS ABSOLUTELY FIREPROOF
HOTEL HAYWARD
550 ROOMS

SPRING AND SIXTH STREETS

LOS ANGELES, CALIFORNIA

May 16th, 1936.

Subject: Auto Dump
Dolan's Corner

Capital Company
San Francisco, California

Attention Mr John Sassell

Gentlemen:-

Your letter of the 14th received here today.
When the writer left Stinson Beach, Sunday the tenth,
there had been no apparent move towards building a
fence to hide the automobile wrecks.

We are so happy this matter is to be taken
care of we are not disturbed at some delay. I will be
home in about another week and will report conditions
to you. We certainly appreciate your interest and
cooperation in this improvement.

Very truly yours

Progressive Club of Stinson Beach

H.B. M... President

Copy of Capital Company letter May 14th.

This is to answer your letter of May 3rd and which con-
cerns the unsightly appearance of above subject property.

Will you please keep in touch with the writer so that he
may know whether or not this tenant is complying with our
request to fence in the automobile wrecks now standing
there?

Very truly yours

John Sassell.

Mrs Gruent.



*Looks like we would get
action eventually - any answers
to our letter? W.B.M.*

SEE AMERICA FIRST

August 6, 1936.

Railroad Commission,
San Francisco.

Gentlemen:

We have noticed that there is to be a hearing for the reduction of rates on the Richmond-San Rafael ferry.

Also that the reduction asked is for the sum of ten cents, per car.

Considering that this Company is a monopoly and is with-holding the building of a bridge, and is giving very slow ferry service, the charge is still high, even with the ten cent reduction.

We wish, as an organization located in a town which draws most of its weekenders and vacationists from Berkeley and Oakland, to ask that you consider the reduction of twenty-five (25) instead of ten cents.

Or speed up the service!

We hear nothing but complaints of cost and time lost in crossing this ferry.

Yours very truly,

THE PROGRESSIVE CLUB OF STINSON BEACH.

Hilda M. Grunert
Hilda M. Grunert
Secretary.

MARIN PLANNING AND CONSERVATION LEAGUE

"A NON-PROFIT ORGANIZATION"

President

Mrs. Albert John Evers

Treasurer

Mr. Matt Graham

Recording Secretary

Mrs. John F. Forbes

Corresponding Secretary

Mr. E. T. Coman

San Rafael

Vice-Presidents

1st Mrs. Norman Livermore

2nd Mr. Frederick Meyer

3rd Mrs. Helen Van Pelt

Executive Secretary

Newell Farrar



Progressive Club of Stinson Beach,
Stinson Beach,
California.

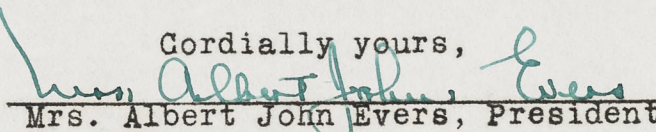
Gentlemen:

As your organization is a duly qualified member of the Marin Planning and Conservation League, it is entitled to one member on the Council of the League.

The Council organization meeting has been scheduled for Tuesday evening, October 20th at 7:45 o'clock in the San Rafael City Hall, and the League takes this opportunity to request that your organization select a representative to the Council who will be able to attend this and subsequent meetings of the Council.

.As you know, the work of preserving and developing the recreation sites and natural beauties of Marin County is of economic importance as well as of social value, and the League is making every effort to bring its program and the need for long-term planning before those of civic foresight. By having your own representative on the League Council, you will have first hand knowledge of the progress of the county planning and conservation work.

Cordially yours,


Mrs. Albert John Evers, President

MARIN PLANNING and
CONSERVATION LEAGUE

COPY

Geo. H. Harlan
Attorney at Law
San Rafael, California

January 13, 1936

SPECIAL REPORT--SHORELINE HIGHWAY

To the Honorable Board of Directors
of the Golden Gate Bridge and Highway District

Gentlemen:

At the last meeting of the Board there was referred to me for an opinion the question as to whether or not the District would have the right to turn over District money to the Highway Commission of the State of California for the purpose of making a survey of the Shoreline Highway. The letter of the Redwood Empire Assn. containing this request contains indications that the purpose for which this allocation of money is asked are probably not within the powers of the District.

Under certain conditions and certain states of fact, the District would have the power to have the survey made of a road which would serve as an approach road to the Golden Gate Bridge and connect it with the Shoreline Highway, but until it is made clear that the route proposed to be surveyed is one which will be an approach to the Golden Gate Bridge, which road the District has some expectation of building, I do not believe that the District has the power to do what is now asked of it. Under Sec. 10 of the Bridge and Highway District Act certain powers are specified for the District, which are the powers which the Legislature has seen fit to confer upon it. Under subdivisions 5 & 6 of this Sec. 10, the District is empowered to acquire and construct bridges, roads, viaducts and all other forms of property necessary or proper to make use of toll bridges and highways for the benefit of the District, and to acquire rights of way or rights over and across land necessary for the construction and operation of bridges and approaches thereto. Subdivision 7 gives the District right to condemn property necessary for the construction of bridges or the approaches thereto or the highways leading thereto.

The Shoreline Highway is an unofficial term now applied to the coast road which runs from Manzanita in the County of Marin across the hills to Muir Beach, or Big Lagoon, in said county and thence up the coast into Humboldt County, where it will connect with the Redwood Highway. In traveling south upon this road one reaches Muir Beach, or Big Lagoon, which is directly on the seacoast and only a few miles as the crow flies from the bridgehead. The Shoreline Highway however does not follow this air line route but proceeds inland at a right angle to the coast for some 5 or 6 miles until it connects with the Redwood Highway at Manzanita. The Redwood Highway then proceeds in a southerly direction for almost a mile before the Waldo Approach Road has its northerly terminal, and this Waldo Approach Road will lead directly to the bridgehead. If we took the road from Muir Beach to Manzanita as one leg of a right triangle, the point at the bridgehead and the point at Muir Beach if connected by a line, would form the two points at the extremes of the hypotenuse of this right angled triangle, and of course this hypotenuse line would be the shortest distance between these points. If therefore the District now proposes to construct an approach road from Muir Beach to the bridgehead or to a point only a short distance therefrom, it could undoubtedly be justified under the theory that it was an approach road to the Bridge. It is not necessarily a part of the Shoreline Highway as it now exists, and might be constructed either entirely or in part by the Golden Gate Bridge and Highway, and as an incident to this construction the District might appropriate money for a survey which it could obtain from the Highway division in the manner provided by law.

The letter before the Board, however, does not indicate that this is the theory upon which the survey is to be made, but on the contrary, it is made upon the theory that the road when constructed will be constructed by the State as a State Highway, and the District will have no part in the construction thereof. And furthermore, inquiry as to the point of takeoff seems to indicate that the point of takeoff from the Redwood Highway will be at Manzanita. It is at least questionable as to whether the road could properly be classified as an approach road to the Golden Gate Bridge. The plan laid before the Board of Directors in this case seems to be a plan for the ultimate improvement of a road which has now been accepted by the State as a secondary State highway, and over which the District has no control whatsoever.

It would therefore appear, as stated at the outset, that an appropriation of District money for this purpose would be unauthorized, although the appropriation of money for a survey of an approach road to the bridge via the coast, which the District proposes to build either now or in the future, would be a legitimate expenditure of District funds.

Respectfully submitted,

George H. Harlan, Attorney

REDWOOD EMPIRE ASSOCIATION
85 Post Street
San Francisco, Calif.

January 29, 1936

Honorable Earl Lee Kelly, Director
State Department of Public Works
SACRAMENTO, California

Dear Earl:

You will recall our numerous presentations and conferences with you together with the California Highway Commission and engineers, wherein requests were made for funds sufficient to conduct reconnaissance and location surveys, followed by construction of the Shoreline Highway approach to the Golden Gate Bridge in Marin County (supported by the Shoreline Highway Association and numerous groups and individual leaders interested.).

We have always appreciated your sympathetic consideration and that of your associates with reference to this important project.

We have also advised you of the efforts made by the five Shoreline Highway counties over a period of months to finance reconnaissance and location surveys - partially financed by appropriations from the five counties (committed) the balance by W.P.A. on a cooperative basis.

In setting up these original objectives Messrs. Kelly, Hopkins, Reardon, Purcell, McCoy, Grumm, Skeggs, together with Dr. Hewes were of considerable assistance and their interest and support is appreciated.

At this point, however, some legal difficulties have been encountered in connection with formation of joint highway district between the five sponsoring counties. We are in hopes that these legal difficulties will be cleared in the near future in order that the project may be launched and work commenced.

Should this prove impossible, may we at this time again respectfully request that funds be made available immediately for reconnaissance and location surveys for the Shoreline Highway approach to the Golden Gate Bridge in order that survey may be completed in time for preparation of the 1937-39 biennium budget by the California Highway Commission.

At that time we plan to again present a request to the Highway Commission that funds be included in the budget for construction of this Shoreline sector.

Be assured in any case the services and facilities of the Redwood Empire and Shoreline Highway Association and Shoreline Directorate will be at your disposal.

Thanking you for your favorable consideration of this request and with kindest regards,

Sincerely yours,

REDWOOD EMPIRE ASSOCIATION

CLYDE EDMONDSON
General Manager

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